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This Cluster Solitaire is composed of seven pure white diamonds, joined together by a strong though slender platinum connection.

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Diamond Merchants Jewelers Silversmiths
19 N. Main St. Memphis
Opposite Court Square

TRI-PARTITE CONTROL OF U. S. INDUSTRY PROPOSED

WASHINGTON, Jan. 8.—Tri-partite control of American industry, in which the public, capital and labor would share equally, has been advanced by Glenn E. Plumb, author of a similar plan for railroads. Advance copies of his proposal have been circulated among government officials and a public announcement is expected soon.

Plumb in presenting his plan declares the "existing industrial system is crashing around our ears," that wages have no relation to the value of service and that profits are "wrongly exacted."

Reconstruction of the industrial system, the author of the plan states, is necessary to produce absolute equality between the three interests—the public, capital and labor. To create this, he adds, the grant of society either as a privilege or monopoly shall be considered the investment of society in the industry and the capital invested and the labor exerted shall be deemed the investments of the capital and labor groups.

Profits on the investment, the plan provides, would be reap by society in the form of better and cheaper service, by capital in guaranteed protection of investment and a fair rate of return and by labor in the shape of better

wages and a share of savings produced by labor in production. Under Plumb's plan industry would be divided into four classes: Those individualistic in ownership and operation; those formerly individualistic but which through organization now concern only direction and supervision of production of others who have no interest in ownership; those based on grants from society, and railroads and commercial transportation facilities. "The fundamental interest," in these industries, the plan asserts, "is the need of society for the products of that industry or the service which it renders that calls the industry into being. In the first two classes where society has made no grant the free working of the law of supply and demand protects the public interest."

ARRANGE FOR MEET.

PHILADELPHIA, Jan. 8.—The executive committee of the American Bar association met here today to make plans for the annual meeting of the association, which usually is held in August or September. Other matters referred to the committee at the last general convention also were taken up.

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Without fear of any of the after effects which often follow coffee drinking.

Postum has a thoroughly pleasing flavor greatly liked by those accustomed to high-grade coffee

There's not a trace of "Caffeine" in Postum, so sleepless nights do not follow, and headaches, nervousness and indigestion do not result from its use. "There's a Reason."

Made by Postum Cereal Co. Battle Creek, Mich.

DEATH COMES TO PATROLMAN SAINT; NO CLUE IS FOUND

Mystery of Identity of Negro Burglar Who Fatally Shot Officer Probably Never Will Be Solved.

Patrolman Guy Saint died at 6:30 o'clock Wednesday night at the General hospital, while his brother officers were searching in vain for some clue that might lead them to the negro burglar who fired the shot Tuesday morning that proved fatal to Saint. Indications Thursday were that the slayer never would be apprehended.

Saint was shot about 3 o'clock Tuesday morning by one of two negro burglars who were attempting to break into Sheely's drug store, Vance avenue and Lauderdale street. The bullet from the negro gunman's pistol flashed out before Saint spied the two men, just around the corner on Lauderdale street. Saint was shot like a dog—never having a chance to defend himself.

The bullet struck the officer just under the right collar bone and tore through to his spine, where it lodged against the spinal cord, causing paralysis from the waist down. Saint did not lose consciousness up to the time of his death, but he steadily grew weaker. Following a consultation of physicians Wednesday afternoon, in which the question of operating to remove the bullet was paramount, it was determined that Saint's condition was too low to withstand the shock, and for the time the operation was abandoned.

Saint's body was removed to his home, 1305 South Driver street, where the funeral will be held when arrangements have been completed. The dead officer was 33 years of age, and during four years of service on the police department, had made a splendid name for himself. He is survived by his mother, Mrs. J. B. Saint; three brothers, Raymond, John R. and Charles, and one sister, Jeffries.

No Clue Found.

In the hope of uncovering something which might lead to the murderer of Saint, Detectives John Long and W. D. Carpenter Thursday began work on the theory that the burglar who had knocked the lock from the front door of Sheely's store were not the men who shot Saint, but that two other negroes, happening along Lauderdale street, unexpectedly came face to face with the lone officer and rather than submit to arrest while he had a pistol in his pocket, one negro fired in a desperate and successful effort to liberate himself.

An ax found across Lauderdale street from Sheely's was identified late Wednesday as the property of the drugist. It came from the back room of the store, a room that the connecting door to the store is kept tightly locked. Marks on the inside door showed the burglar attempted to get in that way, abandoned it, took the ax to the front door and knocked off the lock. The first shot the burglar fired paralyzed Saint. A second smashed a window of the store, leaving their victim on the sidewalk, the negroes fled.

William Callahan, driving a 784 taxi-cab, passed the scene a few moments later. He lifted Saint into his machine and sped with him to the hospital.

Patrolman Tom Smith, Saint's running mate in the Seventh ward, just had left Saint at Vance avenue and Walnut street, a few minutes before Saint was shot. He had obtained permission to go home early and get some sleep as he was subpoenaed to appear before the grand jury Tuesday morning.

DUTCH COLONY IS PLANNED IN SOUTH

Wealthy Promoter Wants to Bring Hollanders Into Alluvial Region

A large colony of thrifty Holland farmers, growing corn and cotton in the alluvial region of the lower Mississippi valley, is being planned by a financier now in connection with the Southern Alluvial and Reclamation Co. through. This man has seen a great opportunity in the crowded little Dutch colonies of the United States and if his plan to bring a number of them over here and finance them until they can take hold of themselves in the alluvial region is successful, the immigration of the Dutch into the alluvial region will be a permanent feature of the future of the South.

The possibilities of such a colony in the alluvial region were first suggested by Gen. Frank O. Johnson, of Illinois, owner of many thousands of acres of alluvial land in Arkansas, in an address before the annual meeting of the Southern Alluvial Land Reclamation Co. last week.

There are 14 inmates, the report shows, seven whites and seven negroes. The commission endorsed accounts aggregating \$900,000, representing the expenditures at the poor asylum during the past quarter. The commission in charge of the poor asylum is composed of H. H. Pogue, L. A. Boren and J. F. Taylor.

Capt. John M. Tuther Holds New Record; Who Can Equal It?

Capt. John M. Tuther, former secretary of the Memphis Chamber of Commerce, but for the past two years in the army, wears no decoration but he has attained a distinction shared by few citizens outside the senate of the United States. He has read the entire treaty of peace without missing a word, although he admits he may have mispronounced several. He read it during the four months he was confined in Walter Reed hospital in Washington, and his explanation is regarded as satisfactory. After a visit of several weeks with relatives and friends he will return Thursday night to his duties in Washington.

TO AID VERY POOR IN MADISON COUNTY

JACKSON, Tenn., Jan. 8. (SPL.)—The official report of the commission in charge of the county poor asylum shows that the institution is being maintained on a systematic basis and that the inmates of the home are well provided for. There are 14 inmates, the report shows, seven whites and seven negroes. The commission endorsed accounts aggregating \$900,000, representing the expenditures at the poor asylum during the past quarter. The commission in charge of the poor asylum is composed of H. H. Pogue, L. A. Boren and J. F. Taylor.

M'KEESPORT FIELD IS RICH SOIL

JACKSON, Tenn., Jan. 8. (SPL.)—The great M'Keesport field, located in the largest oil and gas field in the United States, was discovered by I. H. Foster and Samuel J. Brendel, a local farmer, in a statement made by Mr. Brendel this morning. This great field, which is a large oil gusher, is located in the average flow of 64,000,000 feet per day. This great well is drilled into the Mesozoic, and a substantial lease was made on the property.

ST. FRANCIS TEACHERS TO MEET SATURDAY

FOREST CITY, Ark., Jan. 8. (SPL.)—The St. Francis County Teachers' association will convene in audience in the auditorium at the Forest City high school building at 10 o'clock on Saturday morning. Jan. 9. The features of the program will be given by Miss Lindson, county superintendent; J. M. Wilson, Miss Sales O'Neil, teacher, Jack McCullough, superintendent of the Forest City schools; and B. W. Torreyson, president of Arkansas State normal.

N. O. MARKETS CLOSED

NEW ORLEANS, Jan. 8. (SPL.)—The stock and public building were closed here today in observance of the anniversary of the battle of St. Louis, a legal holiday in Louisiana.

Hangmen Want Raise In Wages

LONDON, Jan. 8.—England's public executioners, the hangmen, want their pay increased and their claim has been presented directly to the house of commons by a member of that body. Augustus Hallwood inquired whether the government knew of a way of having the executioners more than in former days. A government representative replied that the matter would receive consideration.

RAILROAD UNIONS FIGHTING H. C. L.

With Wage Boosts Insufficient Men Will Eliminate Profiteers.

WASHINGTON, Jan. 8.—Organized railway employees have started on the other end of the line in an effort to solve the problem of the high cost of living. Unable to obtain relief through additional wage increases, which one of the chiefs said were invariably followed by increases in living costs, the four big railroad brotherhoods and the affiliated railway shop crafts have adopted a scheme to escape the profits of the middle man by a system of co-operative buying, production and distribution of the necessities of life. Plans for the co-operative movement were laid at the street-labor conference at Chicago in November and although they are yet in a tentative stage, a definite course of action is expected to be adopted at a second conference called for Feb. 12-15 at Chicago. The proposal calls for an alliance between farmers and laborers to create direct dealing between farm producers and city consumers and between city producers and farm consumers. The plan is being worked out by the All-American Farmer-Labor co-operative commission, which was formed after the November meeting in Chicago and it includes the erection of warehouses as distributing centers and the organization of a co-operative bank. This latest move on the part of the railway men was taken in response to some quarters to indicate that the railway men would slacken their pressure on the railroad administration for increased pay.

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Your money back while you wait at the drug store if you don't feel

Relief in TWO minutes
Delightful Taste
Quick Warm-Up
Immediate Relief
Price 50c at all drug stores

Cured His Piles

Now 88 Years Old, But Works at Trade of Blacksmith and Feels Younger Since Piles Are Gone.

The oldest active blacksmith in Michigan is still pounding his anvil in the town of Homer—thanks to my internal method for treating piles.



Mr. Jacob Lyon, Homer, Mich.

I wish that you could hear him tell of his many experiences with hemorrhoids, salvars, dilators, etc., before he tried my method. Here is a letter just received from him:

Mr. E. R. Page, Marshall, Mich.
Dear Sir:—I wish to know what your treatment has done for me. I had suffered with piles for many years and used all kinds of treatments, but never got relief until I tried yours. Am now completely cured. Although I am 88 years old, and the oldest active blacksmith in Michigan, I feel years younger since the piles have left me. I will surely recommend it to all I know who suffer this way. You can use my letter any way you wish and I hope it will lead others to try this wonderful remedy.

Yours truly,
J. L. LYON.
There are thousands of afflicted people suffering with piles who have never yet tried the one sensible way of treating them.

Don't be ent. Don't waste money on foolish salvars, ointments, dilators, etc., but send today for a Free Trial of my internal method for the healing of Piles. No matter whether your case is of long standing or recent development, whether it is occasional or permanent you should send for this free trial treatment.

No matter where you live—no matter what your age or occupation—if you are troubled with piles, my method will relieve you promptly.

This liberal offer of free treatment is too important for you to neglect a single day. Write now. Send no money. Simply mail the coupon—but do this now—TODAY.

FREE PILE REMEDY
E. R. Page,
1026 Page Bldg., Marshall, Mich.
Please send free trial of your method to:

PLAN OF Skip-Stop Street Railway Operation Approved

To Patrons of Street Cars:

The Receivers of the Memphis Street Railway Company respectfully reproduce for your consideration the opinion of the Nebraska State Railway Commission in authorizing the continuance of the "skip-stop" plan of operation in Omaha, a city of 170,000 people.

We do this to make it plain that our action in advocating the "skip-stop" plan is not arbitrary, but is supported by reason and is in line with street railway transportation progress.

We ask your earnest and courteous study of the opinion.

The Nebraska Commission said:

Testimony Strong in Favor Of "Skip-Stop" Plan:

"The testimony was surprisingly strong in favor of the new system. There was considerable criticism when it was first inaugurated, but very little developed at the hearing. City Commissioner Butler spoke informally against the method, but one of his colleagues, Commissioner Zimman, favored it and the commission as a body remained silent. Several representatives of the traveling public who chanced to be present testified in favor of the system; and all of the witnesses, twelve in number, gave as their opinion that the public was largely satisfied with the rule. The opposition came mostly from people located contiguous to the car lines, 'on the line' in common parlance, who are denied the privilege of waiting at home for the car to appear in sight before going to the stopping place. Walking an additional block by people located off the line appears to be of little concern to them. The car men were unanimously in favor of it."

Public Advantages Enumerated:

"The public advantages appear to be quicker transit, amounting to about 10 per cent; greater regularity of service; a more comfortable movement of the cars, due to less hurry in starting and stopping when behind time; less danger to passengers in getting off and on, and less to pedestrians and vehicles upon the streets, and less blocking of other traffic upon the streets, particularly of automobiles going in the same direction with the car. The greater distance between stops enables automobiles to pass the car before it gets to the next stop."

Fewer Stops—Quicker Transit:

"The system results in the elimination of about one-third of the stops. The number of stops under the old system was 1,856, and it will be 1,246 under the new plan, as modified by the six months' experience. The company's superintendent of transportation studied the application of the system closely during the six months' period, with a view to adjusting it to traffic conditions as much as possible, with the result that changes in some of the stops and the addition of others, particularly in the edges of the business district, are now recommended. Charts were filed with the commission, showing all street intersections

at which stops are now proposed to be made, and they appear to accommodate the traffic very well."

Reduced Cost of Railway Service:

"Considerable testimony was received as to the economical results of the system. The saving in coal and direct operating costs alone amounted to \$59,059.19 per annum, based upon the six months' period—nearly 4 per cent of the total annual expenses, including maintenance and depreciation. The savings in repairs and replacements to the roadway and power plant, not included in this figure, would materially increase this saving. Actually more power is consumed in starting the cars and bringing them up to normal speed than in moving them after they attain that speed. Reliable tests show that the power required by a car on a level grade in the first instance will keep the car going on such grade 1,200 feet at normal speed. The extra power used on upgrades is considerably offset by the reduction on downgrades, and with actual stops under the new system averaging only about 900 feet apart, the importance of the rule is apparent. It is also recognized that the wear and tear upon the roadway is greatest in stopping and starting the cars."

Commended as Progressive:

"The plan commends itself, therefore, as a conservative measure of first importance in these days of advancing rates. It also appears to be in the direction of progress. Slow and uncomfortable travel is a nuisance in these days, and the people are willing to forego some convenience if necessary to the attainment of the greater evil. Other cities which have adopted the skip-stop plan even prior to the war, notably Cleveland, where the city practically operates the street railways; and additional ones, in which the system was inaugurated as a war measure, are continuing it. And when one thinks of the popularity of the elevated and subway lines in the larger cities, with stations three to eight blocks apart, it seems strange that longer stops did not appear earlier among surface lines.

"The commission is, therefore, of the opinion, and so finds, that applicant's petition should be granted, subject to the specifications as to the location of car stops contained in exhibit 10 of the record herein, and to the requirement that all stopping points be marked by appropriate signs."

DESIRE CO-OPERATION OF CITY

Hon. John E. McCall, judge of the United States District Court, in his opinion granting an injunction against the enforcement of the recently enacted ordinance requiring abolition of the "skip-stop" plan of operation, suggested that the Receivers would be glad to co-operate with the city authorities in going over the system, with a view of ascertaining where desirable changes might be made.

We are pleased to state that in accordance with the suggestion of Judge McCall the undersigned will now—as they have always been ready to do—act with the city authorities and invite their suggestions and co-operation along the lines indicated by the court.

It will be recalled that the present stopping places were fixed after advising and studying traffic conditions in conjunction with a representative of the City Board of Commissioners.

Respectfully submitted,

T. H. TUTWILER,
FRANK S. ELGIN,

Receivers.

BOTH PHONES
530

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